

Civil Engineering College, Madras.

(5) the approximate number of successful students from the said college remaining unemployed to the end of March 1921?

| Year. | | | | | Net cost to Government. |
|----------------|----|----|-----------------|---|--------------------------------------|
| | | | | | RS. |
| A.—(1) 1916-17 | .. | .. | .. | .. | 1,10,162 |
| 1917-18 | .. | .. | .. | .. | 1,21,708 |
| 1918-19 | .. | .. | .. | .. | 1,37,846 |
| 1919-20 | .. | .. | .. | .. | 1,35,129 |
| 1920-21 | .. | .. | .. | .. | 1,71,216 |
| | | | | | |
| | | | Engineer class. | Upper Sub-ordinate class. | Lower Sub-ordinate class. |
| (2) 1916-17 | .. | .. | 21 | 39 | 62 |
| 1917-18 | .. | .. | 24 | 43 | 56 |
| 1918-19 | .. | .. | 24 | 43 | 65 |
| 1919-20 | .. | .. | 23 | 40 | 61 |
| 1920-21 | .. | .. | 33 | 41 | 53 |
| | | | | | |
| | | | | Net cost per successful student passed out. | Net cost per student in the college. |
| | | | | RS. | RS. |
| (3) 1916-17 | .. | .. | .. | 903 | 215 |
| 1917-18 | .. | .. | .. | 989 | 230 |
| 1918-19 | .. | .. | .. | 1,044 | 266 |
| 1919-20 | .. | .. | .. | 1,089 | 271 |
| 1920-21 | .. | .. | .. | 1,348 | 375 |

Note.—The expenditure incurred on the institution in a year is in respect of all the students in all the classes of the college and not merely in respect of the final year students who pass out of the college. Accordingly particulars as to the net cost per student are also given.

(4) Complete information is not available. So far as reports were sent to the Principal by passed students in regard to their

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employment the approximate percentage of the passed students who found employment under the three agencies is as follows :—

| | Government Public Works Department. | Local bodies. | Railways. |
|--------------------------|--|------------------|---------------|
| | PER CENT. | PER CENT. | PER CENT. |
| Engineer stu- dents. | 41 | 14 | 2 |
| Upper subordi- nates. | 79 | 5 | $\frac{1}{2}$ |
| Lower subordi- nates. | 43 | 24 | 2 |

(5) The Government have no information.

Road Board and its work.

535 Q.—Diwan Bahadur P. KESAVA PILLAI: Will the hon. the Minister for Local Self-Government be pleased to state—

(1) what work the Road Board has done since it was constituted as per G.O. No. 880, L. & M., dated 19th May 1921, and whether any definite programme and road improvements for trunk roads in the Presidency has been prepared by them ;

(2) whether the Government have arranged for the financing by loans for the construction of major bridges, culverts on trunk roads for 1923-24 over and above usual 16 lakhs grant ; and

(3) the number of local bodies which are not able to meet from their own savings the expenditure on trunk roads as well as the 14 lakhs of grants pending recoupment for the next year, such as trunk road grant and other grants, and which are forced to overdraw on Government treasuries pending adjustment in the next year ?

A.—(1) The Road Board held five meetings since it was constituted. Copies of the proceedings are placed on the Council table. A sub-committee was appointed to draw up a programme for the construction of bridges and causeways on trunk roads and other roads. The question of drawing up a programme of bridge construction on the trunk roads within a radius of 100 miles of the City of Madras is engaging the attention of the sub-committee.

(2) It is under consideration to provide for grant of loans in 1923-24 for bridge works where the local bodies have applied for such loans and where the loans are really necessary.

(3) The question is not clear. If the hon. Member wants to know the number of local bodies which are unable to meet their expenditure on trunk roads from their own funds pending recoupment from Government grants in the year following, he is informed that the Government have no definite information on the point. It was, however, brought to the notice of the Government that certain local boards had overdrawn their balances in the Government treasuries last year.